In the specification:

Please amend the paragraph bridging pages 2 and 3 as follows:

A hydraulic pressure regulating valve is disclosed for example in the German patent document DE 43 24 748 A1. This pressure regulating valve is composed of a magnetic part and a valve flange which is anchored on it. The magnetic part includes an electrically controllable coil, a coil core and a movably guided armature which is held by a spring in the base position. The armature actuates a piston which is guided movably in the valve flange and which for regulation of the pressure releases or closes pressure medium connections between passages. The valve flange is sealed from the magnetic part by a diaphragm element. The latter is ring-shaped and fixed with its outer periphery on the valve body and with its inner periphery on the piston. The diaphragm element thereby follows the movement of the piston. In order to avoid a pressure buildup in an inner chamber of the diaphragm element, the ~~ubber~~rubber chamber is connected with the return of the pressure regulating valve.

Page 14 amend the paragraph in lines 4-19 as follows:

The passages 61b, 62b, and 64b of the pressure regulating valve 10 through which the pressure medium flows are separated by a wall 72 from the pressure chamber 50a. However, a connecting opening 74 is provided in the valve 72 and couples the pressure chamber 50a hydraulically with the return passage 64b. Thereby the pressure chamber 50a is always filled with pressure medium. A throttling device 76 is anchored in accordance with the present invention in the connecting opening 74. In the shown example it is integrated in a separate hat orifice. The hat orifice is pressed with its circumferential edge up to the abutment in the connecting opening 74. It has at least one~~not shown~~ orifice opening 81 at its part which covers the cross-section of the connecting opening 74 ~~with~~. With dimensioning of the cross-section of the orifice opening by the material thickness of the ~~heat~~hat orifice, the latter can be formed in a simple way as an ideal orifice in accordance with a flow technique. The dampening characteristic of ideal orifices is preferably, in the temperature region under consideration, substantially independent from temperature changes.

Please amend the paragraph bridging pages 17 and 18 as follows:

It is to be understood that on the rate of the embodiment of Figure it is also possible to dispense the connecting passage 74 with the inserted throttling device 76, and to provide between the piston 46 and the wall of its guiding opening 48 in the region between the pressure chamber 50a and the return passage 64b a gap 80 as the throttling device 76. Regardless of this it is advantageous when the connecting passage 74 is formed as the throttle device 76 and therefore a separate hat orifice can be dispensed with. In order to exclude the temperature dependency of the throttling condition, the throttle device 76 can be formed so that in the throttle gap a turbulent stream is introduced. It is achieved with so-called ideal orifices, whose length/diameter ratio is maintained in a predetermined value. Furthermore, it is also proposed in the case of the formation of the throttling device 76 in the connecting passage 74, to design the gap between the piston 46 and its guiding opening 48 in the region between the pressure chamber 50a and the return passage 64b so that, a pressure medium leakage from the pressure chamber 50a via the gap is excluded. This is achieved through the absolute gap dimension and a correspondingly determined gap length.